## ON CHINESE RIVERS

The Waterways Are the Principal Means of Communication.

METHODS OF RAISING WAR INDEMNITY

The Curious Boats and Phases of Life on the Water.

OFFICIAL CORRUPTION



APAN, IT IS SAID. will demand \$250,000, 000 in gold from China in addition to the be granted as the price of peace. It is a question in the minds of all who know anything concerning the Chinese how it will be able to collect this vast

sum. It will probably get the money in the first place in the shape of a foreign loan, and the customs will be mortgaged to pay the interest. At present China has perhaps the lowest taxes in the world, and the farmers pay less on their lands than they do in any of the countries of Europe. The increasing of such taxes would create a revolution. The only way that the government can raise money will be through levying duties on imports and exports. This will fill the riv-

tax gatherers, and China will b honeycombed with a network of official rob-Every officer will put some of the receipts in his own pocket, and prices of all kinds will rise. The rivers are the highrays of China. The country is said to have 4,000 roads, but it has none which are good, and the rivers and the canals form the chief means of communication. There is no land on the globe which is better watered. There are provinces in China as big as New York which are cut up by canals like Holiand, and in which you can visit every man's house by boat. You can travel a distance longer than a journey around the world on the Chinese interior waterways, and the Nile has its equals in the Yangtse Kiang and Hoang Ho. Each of these rivers carries as much silt as the Nile every carries as the nile every rivers carries as much silt as the Nile every year, and the sea is colored yellow for from thirty to fifty miles on each side of their mouths. At the mouth of the Yangtse Kiang the water is as thick as pea soup, and all along the mighty river men are seen dipping it up, pouring it into ditches, in order that it may be carried off and spread over the land.

I have traveled more than 2,000 miles upon these wonderful rivers of China, The scenes along their banks are like those of no other streams of the world. Irrigation goes on everywhere, and the fertilizing material which they contain rejuvenates the Chinese soil as the Nile does that of Egypt. The Great Plain of China hich, by the way, is the most thickly populated part of the empire, has been built up from the sea by the Chinese rivers. It runs along the Pacific coast for about 700 miles, and it is from 300 to 500 miles wide. It is one of the richest plains of the world, and its soil is mixed with salts and the evidences of decayed vegetation. It comes from the Loess region in the far interior of China This region is a wast territory the sea. During the not season the winds blow through this Loess region and carry the dust over China. This aids in its fer-tilization. The silt carried down by the rivers to the sea is so great that the land every year inches 100 feet upon the sea, and this has been going on for ages. Near



A Peiho Junk. the land north of this is, to a great extent, the product of the Hoang Ho and the Petho. The Yangtse Kiang river is said to be 3,500 miles long. The Hoang Ho rises in Thilbet within 100 miles of the mouth of the Yangtse, and it is almost of the same length. It flows as far as from New York to Davier before it gots a large branch to Denver before it gets a large branch, and by the time it has reached the sea it has gone as far as from New York to San Francisco. It is only navigable by small boats, and a great part of its course is through the Great Plain. It has vast emperature to keen it in its course but through the Great Plain. It has vast embankments to keep it in its course, but every year or so a flood comes, and hundreds of thousands, and sometimes millions, of people are swallowed up by it. When I first visited China, I arrived just after one of these big floods. About twenty million people were ruined by the river, and millions had been drowned. During my trip of last year I sailed up the Peiho to Tien-Tsin and saw the evidences of the great flood of the year previous. This covered the plains surrounding Tientsin. It ruined hundreds of villages, and at one time it seemed as though it would endanger the great city of Li Hung Chang, which, you know, contains a million people. danger the great city of Li Hung Chang, which, you know, contains a million people. Right below Tien-Tsin I saw thousands of graves which had been washed out by this flood. The coffins were lying on the ground, and during the flood the dead floated by the thousands to the sea.

China's Vast Boat Population.

There are millions upon millions of people who get their living off of the Chinese rivers. Chira is said to have more boats than all the rest of the world put together, and its boat population would in all probability be greater than that of all Europe and America. On the Pearl river in South China, at the city of Canton, there are said to be 300,000 people who were born China, at the city of 'Canton, there are said to be 300,000 people who were born, live and die upon the water. This river, which you reach from Hong Kong, is filled with shipping, and as you near Canton you find it filled with crafts of all kinds, from the small steamer to the great Chinese junk. There are thousands of samples or little Chinese gondolas, with great the contract of the contract o rese junk. There are thousands of sam-pans, or little Chinese gondolas, with great black and white eyes painted on each side of their prow. There are cargo boats, which have bigger eyes, and there are vast sbips, the eyes of which are as large around as a dinner plate. The Chinese paint eyes on all their boats, and a sailor would as scon think of trying to travel through a city blindfolded as of sailing on a boat city blindfolded as of sailing on a boat which had not a pair of eyes painted on the front of it. I found whole families liv-ing on these boats, and I saw some not

away, with a baby of about two years old tied on her back. On some of the larger boats at Can-



House Boat on the Peiho.

which are worked by the feet, and which are shaped just like a slipper. These are used as dispatch boats. They are not much bigger than the ordinary canoe, and they can be made to go very fast. At Canton I was shown boats which had paddie wheels at the sides, and which were worked by man power. The men turned the wheels inside the boat which connected with the paddle wheels outside, and a half a dozen men were doing the work of an ordinary gas engine. I could fill this column with descriptions of the different kinds of boats used by the Chinese. Each section has its own peculiar make of boats, and a Chinese sailor can tell to what part of the country a ship belongs as soon as he sees it. There is a vast boat traffic in the far interior of China. I saw boats at Hankow which had come down almost from the borders of Thibet They were made so that they could jump the rapids and work their way through the great gorges of Ichang. These gorges are 270 miles above Hankow and nearly a thousand miles from the sea. The great Yangtse river here flows through immense canons, the rocks of which rise for hundreds of feet straight up above the water. The gorges are in places less than a thousand feet wide, and the great river rushes through them at the rate of nine miles an hour. It rises and falls ten and twelve feet in a single night, and it boils and seethes as it goes through. Here is an eddy, there a whirlpool and there against the rocks it dashes in a spray almost like that of the sea. The rocks are filled with all kinds of ferns; they are of granite, and along the edges blue-gowned, pig-tailed workmen are quarrying great blocks of granite, which are shipped down the Yangtse-Klang. There are miles of these gorges, and the scenery about them is the most beautiful in China. The boats are tracked through the gorges, and there is quite a population along them whose main support is from such work.

The queerest boats I saw during my trip on the Pearl river were those devoted to the raising of geese and ducks.

One of the chief resources of the Chinese government is through the sale of salt, and the taxes on salt will be now greatly increased. The salt trade in China is a government monopoly, and no one can sell it without a license from the salt commissioner. There are salt boats and salt junks on all the rivers. The salt is carried in junks through the larger streams, and is taken to the villages through the canals in smaller boats. The country is divided into circuits, and the salt in each circuit is supposed to be produced there. It is made from sea water around the coast, and from brine in the interior. Just above the mouth of the Peiho river I passed vast salt works. The ground looked much like the marshes near New York, and the salt was produced by evaporation. There were windmills for pumping the brine from the sea, and there were great mountains of salt which had been plied up ready for shipment. The government requires that all salt shall be sold at fixed rates to government agents. It is distribcreased. The salt trade in China is a up from the sea by the Chinese rivers. It rors along the Pacific coast for about 700 miles, and it is from 300 to 500 miles wide. It is one of the richest plains of the world, and its soil is mixed with salts and the evidences of decayed vegetation. It comes from the Loess region in the far interiory covered with a yellow earth about 1,000 feet deep. This soil is very fine, and when a stream flows into it, it seems to split open vertically, and the rivers which run flows oil splits off in sheets from the sides from the sea, and there were great through it pass through gorges of sand 500 feet deep. From time to time the yellow soil splits off in sheets from the sides and the government fixes the prices. It makes of these gorges, and it is carried down to the sea. During the hots season the winds how through this Loess region and carry right to increase the prices, and there right to increase the prices, and there will undoubtedly be a rise in this respect as soon as this war is over.

as soon as this war is over.

During late years the government Income from salt has been less than \$10,000,000 a year, but I was told that there had been a great deal of stealing on the part of the commissioners and that it ought to bring in fully twice as much as it does. If the taxes should be collected by foreigners instead of by Chinese, as is possible in case of a foreign loan, the salt revenue will be doubled. At present the marine customs are collected by foreigners under an English inspector general, Sir Robert Hart. All of the officials get high salaries, but since they took charge of the customs they All of the officials get high salaries, but since they took charge of the customs they have tripled the receipts from them to the government. The same would be the result if they had charge of the other taxes of the country. The government would get all the money instead of one-half of it going as stealings to the Chinese officials who collected it. If China, in fact, was under the administration of a foreign government. who collected it. If China, in fact, was under the administration of a foreign gov-ernment it would soon be one of the rich-est of countries. Even a slight tax upon est of countries. Even a slight tax upon its many millions of people would net a vast revenue, and revenue taxes could be put upon many things without the people reaily knowing that they were taxed. I believe that they would stand being governed by foreigners without much trouble, and, though the officials and the nobles would object, the people might be glad of the observer.

the change.

At present China does everything in the most expensive way. Traveling costs ten times as much as it does here. There are no railroads through the thickly settled parts of the country, and you have to take



a house-boat and a crew if you wish to go from one place to another. If you travel by land, it is in a Chinese cart, with an from one place to another. If you fravel by land, it is in a Chinese cart, with an extra cart to carry your baggage, and if you want bedding, you must carry it with you. It took eight sailors to bring me from Peking to Tien-Tsin, and I had to pay \$10 for the use of the boat, in addition to my cooking and eating. Peking is just about ninety miles from Tien-Tsin, and the trip all told cost about \$15 by boat, and took three days. By cart it cost me \$25. The two towns are no further apart than New York and Philadelphia. The fare between these cities on a first-class passenger train is, I think, \$2, and it is made in a little less than three hours. The cart trip to Peking requires two days or more, and you have to spend one night in a Chinese inn, where you sleep on the stone floor and cook your own meals.

One of the means of raising money which One of the means of raising money which the government of China will have will be the granting of foreign concessions for the building of railroads between points like Tien-Tsin and Peking. Such concessions would undoubtedly pay well, and it may be that Wharton Barker, if he will get some abler man than Count Mitkiewicz to represent him, could now put through his scheme for establishing a great Chinese national bank and the building of railroads in the celestial empire. Of this howroads in the celestial empire. Of this, however, and of the chances for American capital in China, I will write in another letter.

FRANK G. CARPENTER.

## MAN WITH SOME-THING TO TELL.

BY WILLIAM H. WASSELL.



HEY WERE PLAYing whist, but had put aside the cards

House Boat on the Pelho.

ton the children fairly swarm, and little ones of two and three years play about their decks. I saw a number of boys on these boats who had little round barrels or drums about a foot long and six inches in diameter tied to their backs. I was told these were life preservers, and that if the child fell overboard he could float till his mother or father came to his rescue. Let was surprised to see that many of the girls of the boats had no such protection, and upon asking why I was told that it was considered by some of the people a pleee of good fortune to lose a girl, as they would in this way save the expense of raising her. I doubt this, however. It is a fact, though, that poor girls are of little account in China. This is especially so among the boat population.

Each of the high officials who live along the Chinese rivers has his own boat. This is decorated with flags, and the bigger the man the more flags and bunting. Li Hung Chang has a steam launch. When his wife died, not long ago, a gorgeous funeral barge was made for her. This was decorated with white, which is the Chinese color for mcurning, and it looked gorgeous to American eyes. The Chinese have boats which are worked by the feet, and which are shaped just like a slipper. These are used as dispatch boats. They are not much bigger than the ordinary canoe, and they can be made to go very fast. At pressing an opinion; in fact, he rarely spoke unless it was absolutely necessary. Officially he was as correct as the regulations themselves, and by keeping silent and not exposing his ignorance on outside affairs, he rapidly acquired a reputation for Jearning and brilliancy. He thought four times before he spoke once, and this gave him time to choose words that would express his exact meaning. For these reasons—and some others—Crossing stood hand in glove with the older officers of his regiment, but some of them shook their heads and said it was only a question of time until he would

go to pieces. Had there been no Crossing in the Blank,

some of them shook their neads and said it was only a question of time until he would go to pieces.

Had there been no Crossing in the Blank, this story would not have been written. No one else—even had he discovered the clue to Barrenall's mystery—could have unfolded it before the colonel's eyes with the nicety and precision of Crossing. Another man would have blurted the thing out, and in the time lost by needless red tape the culprits would have been warned. Perhaps Crossing knew this; perhaps it was merely his way of doing things.

Ordinarily the officers of the Blank do not talk shop at their whist parties, but on this occasion the conversation was so interwoven with reminiscences that the slight departure from their customs was allowed. Perhaps the soothing concoctions brought on the talk, for the liquor question has always been the worry of the post. Fort Barrenall, the station of the Blank, is in the center of an Indian reservation, and the state that incloses the reservation is one whose laws do not countenance the sale of intoxicants. Thus doubly guarded, one would suppose that liquor would be scarce at Barrenall, but alas! such is not the case, for, despite the utmost vigilance on the part of the commanding officer, the Indian agent and the state authorities, soldiers and Indians alike get drunk as often as they please. Now, drunkenness is expected of a soldier, but the nation in congress assembled has decreed that for its wards, the Indians, intoxicants are wrong and not to be tolerated.

'The regimental quartermaster, who was one of the six whist players, was telling how he discovered his painters draining the turpentine from the paint in order to get a stimulant. This, of course, was at a time long past pay day, when the painters had no money to buy whisky direct. Then the adjutant of the regiment told why one of the best clerks in his office always passed his work to another clerk when it was necessary to rule in any red lines. 'If I allowed him red link,' said the adjutant, 'he would kill himsel

cause they are not pleasant, but when the surgeon finally reported him out of danger I learned that the poor devil had rigged up a home-made still and had got a black, a home-made still and had got a black, poisonous liquid from Castile soap. Yes, sir, from Castile soap; and from what I know of a soldier's love of drink," continued the old captain, "I think the commanding officer had better give up his attempts at stopping whisky selling. Whisky is not so injurious as red ink or Castile soap; and, besides, the parties who are selling the stuff here are too clever to be

caught. could catch them," said Crossing quietly, "if the colonel would let me do it in my own way."

"How would you do it?" asked the adju-

selling the stuff here are too clever to be

tant. Crossing merely smiled as he passed the Crossing merely smiled as he passed the cigars around. A smile in a case like this means something just a triffe more brilliant, more profound, than the wisest answer you, the questioner, can imagine. It makes you feel very foolish to have asked such a question, and gives you great respect for the wisdom of the other party. The morning after the card party the commanding officer's orderly presented the commanding officer's compliments to Lieut. Crossing and said that the commanding officer would like to see him at the officer crossing and said that the commanding officer would like to see him at the office.

"Mr. Crossing," said the colonel, when the young man obeyed the summons, "you are hereby specially detailed to discover the men who are selling whisky at this post, and, if possible, how they get the stuff

nere. No one but Crossing would have received such a free lance order from the old col-"I shall have to go to Dellman," said the "I shall have to go to Deliman," said the young man, going straight to the point, "and I shall need a non-commissioned officer and one private."
"Very well," answered the colonel; "turn their names in to the adjutant, and I will

their names in to the adjutant, and I will see that you have all possible help."

"I shall leave today with the canteen wagons," continued Crossing; "and when I return I shall send a man to your quarters, sir. He will have something to tell."

Then the colonel began to wonder how it would all end. Probably some man in Delman had an inkling of the illicit business, and Crossing was going to bring him to

would all end. Probably some man in Delman had an inkling of the illicit business, and Crossing was going to bring him to the post. But why was he going to ride on the canteen wagon? True, this was one of the wagons that would bring the grocery orders and express packages from the railroad to the post, but no one could smuggle whisky in those wagons, for every box was examined, and it was loaded on at the station and opened by an officer when it arrived at the post.

As a matter of fact, what puzzled the colonel most was how any one could get liquor into the post. Of course, it was easy to sell when once it was there, but Barrenall is eighty miles from the railroad, and only government wagons pass over the roads. No one could carry it eighty miles, it could not be brought in the wagons, and surely it was not being made at the post. At this point, for the one thousandth time, the colonel gave it up.

When Crossing sent in the names of the men he wanted to accompany him the colonel was more mystified than ever. The non-commissioned officer named was a man to be depended upon at all times, but the

non-commissioned officer named was a man to be depended upon at all times, but the private was an old soldier whose love for liquor was notoriously second to his love for the army. But, for all that, he was a soldier, and knew what discipline and obedience mean. Crossing left the post that afternoon with

the wagon train, and reached the railroad the wagon train, and reached the railroad late the following day. He took the old soldier aside and gave him his orders. "Hall," said he, "you have my full permission to get drunk and to remain drunk until we get back to the post. The sergeant will look after you, and see that you are not left behind."

Hall stiffened himself and raised his hand to salute.

hand at his cap; and then he turned on his heel and made straight for the nearest drug store with a back entrance.
"Sergeant," said the lieutenant, next addressing the non-commissioned officer, "I want you to keep Hall in sight and to keep your mouth closed. The drunker Hall gets the better this work will be done. Be sure to have him drunk on the way back to the post."

Dismissing the sergeant, Crossing walked up through the little town until he came to a carpenter shop. He, wanted a strong box, he told the carpenter. It was to be three by four by five feet, and made of rough boards, like a packing box; the inside was to be well padded with straw and burlap. One of the long sides was to be put on loosely, so that it could be easily removed.

be put on loosely, so that it could be easily removed.

Later in the evening when the box was finished, he returned to the carpenter shop. On the loose side he printed with a marking brush, "Col. John Abbott, — infantry, Fort Barrenall, O. D. This side up. Handle with care." Having instructed the sergeant to put this box in one of the canteen wagons, Crossing went back to the only hotel in the town, and apparently paid no more attention to the object of his trip. When the wagons left the railroad to return to the post he noticed with satisfaction that the old soldier had taken full advantage of the liberty granted him to get gloriously drunk.

the liberty granted him to get gloriously drunk.

It takes a wagon train two days to go from the railroad to Fort Barrenall. The first night out is spent at a half-way ranch, and is quite a gala night for the teamsters and soldiers. Between cards and drink, Crossing was sure that his old soldier would be up most of the night and that he would not go to bed sober. He instructed the sergeant to keep the old man under his eye and to put him to bed in a room by himself, and he had the three by four by five feet box taken to the same room, for greater security, perhaps.

The return to the post was made the following day. Just at dusk they arrived, and as soon as the wagons entered the gates Crossing jumped off and walked toward the colonel's quarters, where a number of the officers were standing.

"Well, young man," said the colonel, greeting Crossing, "what luck did you have with the whisky sellers?"

"If you please, colonel, I would like a little more time before I make my report."

"All right, Mr. Crossing," answered the colonel; and then the conversation became general, Crossing, every one thought, would hand in a written report of his trip in the morning, and before that he would tell them nothing.

Presently the officer of the day ioined

them nothing.

Presently the officer of the day joined to the colonel that

Presently the officer of the day joined the group, and reported to the colonel that he had made the required inspection of the wagon train, but had found nothing contraband. "There is an express box for you, colonel," he continued, "but, of course, I didn't open it."

"Of course not, sir," answered the colonel, slightly annoyed; for it was a fad with the colonel to order his groceries from St. Paul instead of patronizing the canteen or commissary, and, of course, he was touchy about all references to his fad.

The officers had been talking for some time, when one of the wagons came lumbering up the road and stopped in front of them. Four men dragged out a large box and carried it to the colonel's quarters.

"Where does the commanding officer want this box put?" asked one of the men, saluting as he spoke.

"I wonder what it is?" said the colonel.

men, saluting as he spoke.

"I wonder what it is?" said the colonel to his officers. "I haven't ordered anything

to his officers. "I haven't ordered anything lately."

He told the men to put the box in his hallway, and then invited the officers to go in while he opened it. "Perhaps it's a present," he added, smiling, "and we may all be able to enjoy it."

"Colonel John Abbott, Blank Infantry, Fort Barrenall, O. D. This side up. Handle with care," read the colonel from the box, and then he told his man to open it. A minute later the top was off, and then the colonel gave an exclamation of surprise that brought the officers to his side.

There in the box sat Halk the old soldier! His eyes were closed and he was breathing His eyes were closed and he was breathing hard, apparently under the influence of

hard, apparently under the influence of liquor.

"What does this mean, Mr. Crossing?" demanded the colonel, severely. "This man was detailed at your! request to go with you to Delman. Why is he brought back in this outlandish way, sir?"

"The man has something to tell, sir," said the lieutenant. "Hall," continued he, said the lieutenant. "Hall," continued he, and at that the man stood up in the box and saluted. "Hall, tell the commanding officer all you remember since you went to sleep last night."

"I can't remember much, sir." said the old man, with an air of apology for past misdeeds, "because I'd been drinking some. But the first I do remember, sir, was I was in kind of didn't know where I was II was in kind of

the commanding officer; all right, sergeant, we will not open this.' Then, after a while, sir, I knew we was in the post, for I heard the canteen sergeant telling the men to hurry up an' distribute the express pack-

ages.
"I felt myself lifted out, sir, an' then I "I felt myself lifted out, sir, an' then I heard two men talking. They were Private O'Donnel and Private Griegson, who work in the canteen, sir. Private O'Donnel says, This box is too heavy for you, Griegson; you get out the little ones, an' I'll get some men to help me with this. He seemed anxious like to get Private Griegson away. Then I was picked up again, sir, an' I heard a lot of voices, an' I heard Private O'Donnel say something about sendin' a big box this time. Then I heard Jackson, the discharged soldier that lives down by the discharged soldler that lives down by the pump house. He said it came just in time, as the paymaster would be around next week. I was carried quite a distance, sir, down over a hill it seemed to me, an' I was wonderin' where they was goin' to take me, but resumblerin' my orders sir I I was wonderin' where they was goin' to take me, but rememberin' my orders, sir, I never made a sound. By an' by, sir, I heard a door open, an' they set me down an' began to pry off the top of the box. When the light came in through the top of the box, I shut my eyes an' began to breathe hard, as though I was asleep, for I began to suspicion something, sir, an' I knew I was in purty bad hands. When they took the lid off the box, sir, Private O'Donnel let out an oath, and asked what this meant, an' they all came crowdin' round the box, excited like, an' all talkin' at once, sir, till Jackson told them to shut up. Then I knew he was bendin' over me, sir, because I could feel his breath in my face, but I just kept breathin' hard, as though I was asleep. There was a lot of whisperin' about it bein' too risky to hurt me, an' about it bein' a joke on the commandin' officer, an' then they put the cover on the box again, an' I heard a lot more whisperin'. At last, sir, I felt myself bein' picked up again, an' I began to feel a bit easier. I was carried up the hill again, sir, an' put in the wagon an' brought here, an' the next thing, sir, was when the commandin' officer said that—

"Yes" interrupted the colonel, "but about take me, but rememberin' my orders, sir, I mandin' officer said that—
"Yes," interrupted the colonel, "but about

"Yes," interrupted the colonel, "but about this house that you were first taken to—are you sure it was Jackson's?"

"Yes, sir; yes, sir. Before they got the box lid off entirely, Heaught a glimpse of the house. And as they carried me out at last, sir, I heard Jackson say that he wanted them all to come back to arrange about next pay day, an'—"therrupted the colonel, addressing the officer of the day, "send your guard down to that house and arrest every man in it. Then have it searched for centraband articles, sir."

every man in it. Then have it searched for contraband articles, sir." of "Gentlemen," continued the colonel, after sending the old soldier to his barracks, "those rascals have been! sending their cheap whisky to this post in my name, in my name, because they knew no one would search a box addressed to me. I congratulate you, Mr. Crossing, on your success. You did it very neatily, str. But I can't get over the impudence of those rascals. In my name, too."

Once Owned by Tweed.

E. C. Benedict, banker and friend of President Cleveland, has bought Finch's Island and the Indian Harbor Hotel property at Greenwich, Conn., at a reported cost of \$175,000. The property purchased includes twenty-five acres of water front and forest land. When Wm. M. Tweed was in the height of his power in 1870 he purchased this property and organized the notorious Americus Club, which afterward not left behind."
Hall stiffened himself and raised his hand to salute.
"One thing more," said the lieutenant. "If you should be drunk on the way back to the post, and should awake not knowing where you are, I want you to preserve an absolute silence, and remain perfectly still until I give you permission to speak. Do you understand?"
"Yes, sir," said the old soldier, with his industrial still the shortes of Indian harbor. The club suissequently leased the little island now occupied by the Indian Harbor Yacht Club, and called it Tweed Island. On the downfall of the Tweed ring the club dissovled, and the property reverted to the Mead estate, and the name of the island was changed to Finch. The \$20,000 carpet Tweed had made for this house is still there.

FROM

PLES

SCROP

CURED

ELSE

FAILS

SPEEDY CURE TREAT-MENT. Warm Baths, with

CUTICURA SOAP, gentle applications of Cuticura

(ointment), and mild doses

of CUTICURA RESOLVENT

(blood purifier), speedily

cure torturing, disfiguring,

itching, scaly and scrofulous

humors when the best

physicians and all other

remedies fail. NOW IS

THE TIME TO USE THEM.

tendent. ap18,20,27,my6
PROPOSALS FOR \*MECELLANEOUS ITEMS.—
Office of the Superintendent of the State, War and Navy Department Building—Scaled proposals in duplicate, indersed "Proposals for Miscellaneous Items," will be received at this office in duplicate, indoesed "Proposats for Miscol-laneous Items," will be received at this office until TWO P.M. on THURSDAY, MAY NINTH, 1835, for furnishing this office during the fiscal year ending June 30, 1896, with soap, brushes, spenges, paints, oils, towels, crash, nails, screws, etc., etc. Schedules, forms of proposals and all necessary information can be obtained upon ap-plication to THOM WILLIAMSON, Chief En-gineer, U. S. N., Superintendent, api3,20,27,my6

partment of the Interior, Washington, D. C. April 13, 1885.—Scaled proposals will be received at this department until TWO OCLOCK P.M., THURSDAY, MAY NINTH, 1885, for the Washing of Towels for the Department, its Bureau and the Civil Service Commission for the year coding June 20, 1896, as well as for the purchase during that period of the Wasta Paper of the Department of the Interior. Bids must be made on government blanks, which, with the accessary instructions, will be furnished on application to the chief clerk. All proposals will be opened at the time and place above stated, and bidders are invited to be present at such opening. HOKE SMITH, Secretary.

PROPOSALS FOR PHOTO-LITHOGRAPHING.—Department of the Interior, General Land Office, Washington, D.C., April 13, 1895. Scaled proposals will be received at this office until 2 o'clock p.m., Thursday, May 9, 1895, for photo-lithographing and printing 15,000 copies more or less of the map of the United States, and 20,000 croples more or less of the map of the land states.

ed to M. R. THORP, chief of supply division.

api3,15,20,22,78my6-6:

MISCELLANEOUS SUPPLIES.—DEPARTMENT
of the Interior, Washington, D. C., April 13, 1895.
Scaled proposals will be received at this department until 2 o'clock p.m., Taursday, May 9, 1895,
for furnishing the following classes of supplies, etc.,
during the fiscal year erding June 30, 1896, to wit.
(1) for fuel and ice, (2) for furniture, forage, photographic, and other miscelianeous supplies; (3)
for stationery for the Department of the Interior,
its several bureaus and offices, and the Civil Servits several bureaus and offices, and the Civil Servfee Commission. At the same time and place proposals will be received for such meats, provisions,
grocefies, dry goods, shoes, drugs, paints, hardware,
fuel, ice, lumber, etc., as may be required by the
Government Hospital for the Insane near Washington, D.C., during the fiscal year above indicated.
Also for such hardware, drugs, chemicals, laboratory apparatus, engraving, and other supplies as
may be required by the U. S. Geological Survey
during the same period. Bids must be made on
government blanks. Forms of proposals, schedules
of items, specifications and instructions will be
furnished to bidders on application to the chief
cierk of the department; but requests for blanks
should specifically designate the class or classes
of supplies upon which it is proposed to blad. All
the proposals will be opened at the time and place
above stated, and bidders are invited to be present at such opening. HOKE SMITH, Secretary,
api3,15,20,21,27kmyc-6t.

Potter Drug & PROPOSALS FOR COAL, ICE AND WASHING Chemical Corp., Sole Proprietors, Boston, U.S.A.

PROPOSALS.

PROPOSALS FOR ICE AND FOR WASHING Towels.—Navy Department, Washington, D.C., April 13, 1855.—Sealed proposals, indorsed "Proposals for Ice," and addressed to the Secretary of the Navy, will be received until TWO O'CLOCK P.M., THURSDAY, MAY NINTH, 1855, to supply the Navy Department and its various bureaus and offices in Washington (not including the navy yard, navy pay office, naval hospital or naval observatory), with fee during the fiscal year ending June 30, 1886. The fee to be supplied must be the best quality of northern fee, or fee equal thereto, solid, clear, and free from snow or other impurities, and must be delivered daily in such quantities as may be required at the offices designated. Also, at the same time and place, sealed proposals, indorsed "Proposals for Washing Towels," and addressed to the Secretary of the Navy, will be received from parties regularly engaged in such business, for washing the towels of the Navy Department and its various bureaus and offices dincluding naval observatory) in Washington, during the fiscal year ending June 30, 1896. The department reserves the right to reject any or all bids and to waive defects in proposals. In case of a tie in the bids the proposals to be accepted will be decided upon by lot. The bidder whose proposal is accepted will be required to enter into contract and give bond, with two or more satisfactory sureties, in the penal sum of two hundred dollars with the contract for washing towels, for the faithful fulfillment of the contract. Bids must be made in duplicate upon forms which will be supplied upon application to the department. H. A. Helbert, Secretary of the Navy. apd3, 20,27&my6

PROPOSALS FOR STATIONERY AND MISCEL-ianeous Supplies.—Navy Department, Washing-PROPOSALS FOR ICE AND FOR WASHING Towels.—Navy Department, Washington, D.C.,

ment. H. A. HERBERT, Secretary of the Navy. api3, 20,27&my6

PROPOSALN FOR STATIONERY AND MISCELlaneous Supplies.—Navy Department, Washington, D.C., April 13, 1895.—Senied proposals, in duplicate, addressed to the Secretary of the Navy, and indorsed "Proposals for Stationery and Miscellaneous Supplies," will be received at this department until TWO O'CLOCK P.M. on THURSDAY, MAY NINTH, 1895, for furnishing such stationery and supplies for the Navy Department, including the naval observatory and the hydrographic office, in Washington, during the fiscal year ending June 30, 1896. Blank forms of proposals giving the necessary information will be furnished on application to this department. The department reserves the right to walve defects and to reject any or all bids. Contracts will be awanded only to manufacturers of or regular decilers in the articles to be furnished. H. A. HERBERT, Secretary of the Navy.

A. HERBERT, Secretary of the Navy.
apl3,20,278kmy6

PROPOSALS FOR FUEL, PROVENDER AND ICE
for the United States Navail Observatory.—Navy
Department, Sureau of Equipment, Washington,
D.C., April 12, 1835.—Scaled proposals, in duplicate, addressed to the Chief of the Eureau of
Equipment, Navy Department, Washington, D.C.,
will be received at this bureau until TWO
O'CLOCK P.M. on THURSDAY, MAY NINTH,
1835, and publicity opened immediately thereafter,
for the supply of the following articles: Fuel,
Provender and Ice, to be delivered at the United
States naval observatory, Georgetown Heights,
Washington, D.C., in accordance with the specifications, which, with black form of proposals and
instructions to bidders, will be supplied upon application to this bureau or to the superintendent
of the naval observatory. The bureau reserves
the right to waive informalities and will reject
any or all bids not considered advantageous to
the government, Responsible security will be required for the faithful performance of the contracts. F. E. CHADWICK, Chief of Bureau,
api3,20,275kmy6
PROPOSALS FOR FUEL-OFFICE OF THE

quired for the faithful performance of the contracts. F. E. Chad-Wick, Chief of Burean. api3.29,27&my6

PROPOSAIS FOR FUEL-OFFRCE OF THE superintendent of the State, War and Navy bepartment Building. Seaied proposals in duplicate, indorsed "Troposals for Fuel." will be received at this office until TWO P.M. on THURS-DAY, MAY NINTH, 1885, to supply the State, War and Navy Department building with fuel during the fiscal year ending June 30, 1896, as follows: 5,000 tons of extra hard white ask furnance coal, 25 tons of white ask stove coal. All coal must be of best quality, free from dast or impurities, and inspected by a person who shall be designated by the superintendent, and to be weighed upon the government scales in the court yard. 100 cords of lickery wood, 50 cords of spruce pine wood. All wood to be of the superintendent. The hickory wood to be sawed in three pieces and measured after it is sawed and delivered. The coal and wood to be delivered at the State, War and Navy building and stored in the vaults by the party or parties to whom the contract or contracts may be awarded, at such times and in such quantities as the convenience of the office may require, reserving the right to order as much more or as nuch less of either coal or wood as may be reserving the right to order as much more or as nuch less of either coal or wood as may be reject any or all bids, or to accept any portion of any bid. The successful bidder to furnish bond in the sum of \$5,000 as a guarantee of the faithful performance of the contract. THOM WILLIAMSON, Chef Engineer, U. S. N. Superintendent.

PROPOSAIS FOR «MECELLANEGUS TEMS.—Office of the Superintendent of the State, War and Navy Department Building—Scaled proposals in duplicate, indoresed "Troposals for Miscellaneous Hens," will be received at this office.

Proposals FOR of the Superintendent of the State, War and Navy Department Building—Scaled proposals in duplicate, indoresed "Troposals for Miscellaneous Hens," will be received at this office.

pinearton to THOM will always of the Fine gineer, U. S. N., Superintendent. api3, 20, 27, my6

PROPOSAIS—U. 8. DEPARTMENT OF AGRIculture, Office of the Secretary, Washington, D. C.,
April 9, 1835. Scaled projosals, in duplicate, subject to the usual conditions, will be received by
the Secretary of Agriculture until 2 p.m., Thursday, May 9, 1835, for formishing the U. S. Department of Agriculture and its several branches, during the fiscal year ending June 30, 1896, the following stupplies: Stattonery and duplicating supplies,
fuel, ice, laboratory supplies, lumber and packing boxes, painters' supplies, plumbers' material,
printers' material, forage, flowerpots, seed pockets,
car sends, card tags and bog rings, hardware, telegraph supplies, instrument supplies, maps and map
frames, flags, cleaning carpets and washing towels,
household and miscellaneous supplies, druyage and
waste paper. Full information, with schedules and
blanks, can be obtained upon application to the
Department or the Weather Bureau. Persons applying should specify the class of articles upon
which they desire to submit bids. Blas must be
sealed and addressed to the Secretary of Agriculture. J. STERLING MORTON, Secretary.

ap13, 20, 27&my0-41

WASTE PAPER AND WASHING TOWELS. DE-

PROPOSALS FOR PHOTO-LITHOGRAPHING.—Department of the Interior, General Land Offlee, Washington, D.C., April 13, 1895. Seciled proposals will be received at this office until 2 o'clock p.m., Thursday, May 9, 1895, for photo-lithographing and printing 15,000 copies more or less of the map of the United States, and 20,000 copies more or less of the map of the United States, and 20,000 copies more or less of the map of the Linda Office, Specifications as to the character of the work, size of maps, quality of paper, may be procured at this office where specimens will be exhibited to bidders, who must satisfy themselves as to all requirements. At the same time and place proposals will also be opened for photo-lithographing and printing such copies of township plats and other official plats constituting part of the official records of the office as shall be required during the fiscal year ending Jime 30, 1896. Details and samples of the work to be done will be exhibited to bidders on application. A certified check for five per cent of the amount bid must accompany each proposal. Bonds, with approved sureties, for faithful performance of the work will be required of the contractor. The right is reserved to waive any defects or reject any and all bids. Proposals must be made in duplicate and addressed to the commissioner of the general land office, indured on the cuvelepe "Proposals for State and Territorial Maps," or "Proposals for Reproducing Township Plats," as the case may be. All proposals will be opened at the time and place above stated, and bidders are invited to be present at such opening. S.W.LAM-OREUX, Commissioner. api3,15,20,21,27kmy6-5t

ORIEUX, Commissiorer. ap13,15,20,21,27&my6-6t

PROPOSAIS FOR STATIONERY AND MIScellaneous Supplies.—War Department, Supply Division, Washington, D.C., April 13, 1805. Sealed
proposals, in duplicate, subject to usual conditions,
will be received here until 2 o'clock p.m., Thursday, May 9, 1895, at which time they will be
opened, for furnishing stationery and miscellaneous
supplies (consisting of brooms, brushes, soaps,
towels, etc.) for the War Department and its bureaus and offices during the fiscal year ending June
30, 1896. Blank forms of proposals showing items
and estimated quantities of stationery and miscellaneous supplies required will be furnished on application. Proposals must be on blank forms furnished by the department and securely inclosed in
scaled envelopes indorsed on outside of envelopes,
Troposals for Stationery," and "Proposals for
Miscellaneous Supplies," respectively, and addressed to M. R. THORP, chief of supply division.

ap18,15,20,22,27&my6-6t

MISCELLANEOUS SUPPLIES.—DEPARTMENT

PROPOSAIS FOR COAL, ICE AND WASHING towels.—United States Commission of Fish and Fisherics, Washington, D.C., April 13, 1995. Seniced proposals will be received by the undersigned at this commission until Thursday, the 9th day of May, 1895, gt 2 o'clock p.m., at which time and place they will be opened in the presence of attending bidders, for furnishing such coal and ice as may be ordered during the fiscal year ending June 30, 1896. Bids are also invited for washing towels. The right is reserved to reject any and all bids, to waive technical defects, and to accept any part of any bid and reject the other part. Blanks for proposals, with specifications of the requirements to be met in respect to each article, and also the estimated quantities probably to be required of each, will be furnished on application to the disbursing agent. HERBERT A. GHL, Acting Commissioner. api3,15,18,20,27&my4-6t

RAILROADS.

PENNSYLVANIA RAILBOAD.

STATION CORNER OF SIXTH AND B STREETS.

10:30 A.M. PENNSYLVANIA LIMITED.—Pullman Sleeping, Dining, Smoking and Observation Cars Harrisburg to Chicago, Cincinnati, Indianapolis, St. Louis, Cieveland and Toiedo. Buttet Farior Car to Harrisburg.

10:30 A.M. FAST LINE—Pullman Buffet Parior Car to Harrisburg. Parior and Dining Cars, Harrisburg to Pittsburg.

3:40 P.M. CHICAGO AND ST. LOUIS EXPRESS. Pullman Buffet Parior Car to Harrisburg Sieeping and Dining Cars, Harrisburg to St. Louis, Cincinnati, Louisville and Chicago.

7:10 P.M. WESTERN EXPRESS.—Pullman Sleeping Car to Chicago and Harrisburg to Cieveland. Diting Car to Chicago and Harrisburg to Cieveland. Diting Car to Chicago and Harrisburg to Cheveland. Diting Car to Chicago and Harrisburg to Cheveland. Diting Car to Chicago.

7:10 P.M. SOUTHWESTERN EXPRESS.—Pullman Sleeping Car Harrisburg to Cincinnati.

10:30 A.M. for Kane, Canandaigua, Bochester and Niagara Falls daily, except Sunday.

10:30 A.M. for Elmira and Renovo, daily, except Sunday. For Williamsport daily, 3:40 P.M.

7:10 P.M. for Williamsport, Rochester, Buffalo and Niagara Falls daily, except Saurday, with Siceping Car Washington to Suspension Bridge via Buffalo.

10:40 P.M. for Eric, Canandaigua, Rochester, Buffalo and Niagara Falls daily, except Saurday, with Siceping Car Washington to Suspension Bridge via Buffalo.

Buffalo. 10:40 P.M. for Ecie, Canandaigua, Rochester, Buf-falo and Niagara Falls daily, Sieeping Car Wash-ington to Elmira.

falo and Niagara Falis daily, Sleeping Car Washington to Elmira.

FOR PHILADELPHIA, NEW YORK AND THE EAST

4:00 P.M. "CONGRESSIONAL LIMITED," all Parlor Cars, with Dining Car from Baltimore for New York daily, for Philadelphia week-days.

Regular at 7:05 (Dining Car), 7:20, 9:00, 10:00

(Dining Car), and 11:00 (Dining Car) A.M., 12:15

3:15, 4:20, 6:40, 10:00 and 11:35 P.M. On Sunday, 7:05 (Dining Car), 12:0, 9:00, 11:00 (Dining Car) A.M., 12:15, 3:15, 4:20, 6:40, 10:00 and 11:35 P.M. On Sunday, 7:05 (Dining Car), 7:20, 9:00, 11:00 (Dining Car) A.M., 12:15, 3:15, 4:20, 6:40, 10:00 and 11:35 P.M. For Philadelphia only, Fast Express, 7:50 A.M. week-days, Express, 2:01 and 5:40 P.M. daily.

For Boston, without change, 7:50 A.M. week-days, and 3:15 P.M. daily.

For Baltimore, 6:25, 7:05, 7:20, 7:50, 9:00, 10:00, 10:30, 11:00 and 11:35 0 A.M., 12:15, 2:01, 3:15, 2:01, 2:01, 2:01, 2:15, 1:10, 10:00, 10:40, 11:15 and 11:35 P.M. on Sunday, 7:05, 7:20, 9:00, 9:05, 10:30, 11:00 A.M., 12:15, 1:15, 2:01, 3:15, 3:40, (4:00 Limited), 4:20, 5:40, 6:05, 6:40, 7:10, 10:00, 10:40 and 11:35 P.M.

For Pope's Creek Line, 7:20 A.M. and 4:36 P.M.

5:40, 6:05, 6:40, 7:10, 10:00, 10:40 and 11:35 For Pope's Creek Line, 7:20 A.M. and 4:36 P.M. daily, except Sanday. For Angelois, 7:20, 9:00 and 11:50 A.M., and 4:20 P.M. daily, except Sanday. Sandays, 9:00 A.M. and 4:20 P.M. daily, except Sanday. Sandays, 9:00 A.M. and 4:20 P.M. daily, except Sanday. Sandays, 9:00 A.M. and 4:20 P.M. daily. Richmond and Atlanta, 8:40 P.M. daily. Richmond and Atlanta, 8:40 P.M. daily. Richmond and Atlanta, 8:40 P.M. daily. Richmond and property of the first state of the

co:30 p.m. For Hagerstown, c11:25 a.m., c5:30 p.m. For Boyd and way points, a7:05 p.m. For Gaithersburg and way points, c6:00, c8:00 a.m., c12:50, c3:35, c4:35, a5:35, a7:05, b9:40,

For Boyd and way points, a7:05 p.m.
For Gaithersburg and way points, c6:00, c8:00
a.m., c12:50, c3:35, c4:33, a5:35, a7:05, b9:30,
c11:30 p.m.
For Washington Junction and way points, b9:00,
c9:50 a.m., b1.15 p.m. Express trains stopping at
principal stations only, c4:30, c6:30 p.m.
ROYAL BLUE LINE FOR NEW YORK AND
PHILADELPHIA.
All trains filaminated with Initsch light.
For Philadelphia, New York, Boston and the
East, week days, 4:20, 8:90 (10:00 a.m. Dining
Car), (12:00 Dining Car), 3:00 (5:00 Dining Car), (12:00 Dining
Car), 3:00 (5:00 Dining Car), 8:00 (11:30 Siceping Car, open for passengers 10:00 p.m.).
Buffet Parlor Cars on all day trains.
For Atlantic City, 4:29 a.m., 10:00 a.m., 12:00
noon. Sundays, 4:20 a.m., 10:00 a.m., 10:00 a.m.
c Except Sunday. a Daily. b Sunday only.
x Express trains.
Baggage called for and checked from hotels and
residences by Union Transfer Company on orders
left at ticket offices, 619 Pennsylvania avenue n.w.,
New York avenue and 15th street, and at depot.
CIAS. O. SCILL, Gen. Pass. Agt.
R. B. CAMPBELL, Gen. Manager.

SOUTHERN RAILWAY. (l'iedmont Air Line.)
Schedule in effect March 17, 1895.
All trains arrive and leave at Pennsylvania

All trains arrive non Passenger Station.

8 A.M.—Daily—Local for Danville. Connects at for Strasburg, daily, except Sunday, and

Washington to St. Augustine without change.

10:43 P.M. Deally—WASHIINGTON AND SOUTH-WESTERN VISSTBULED LIMITED, composed of Puliman VestBuiled Sleepers and Dining Cars, Puliman Sleepers New York to Askeville and Hot Springs, N. C., vin Salisbury, New York to Memphis via Birmingham and New York to New Orleans via Atlanta and Montgomery. Uning Car from Greensbore' to Montgomery. Uning Car from Greensbore' to Montgomery.

TRAINS ON WASHINGTON AND OHIO DI. VISION leave Washington 9:10 A.M. daily, 4:32 P.M. daily, except Sunday, and 6:33 P.M. daily for Herndon. Returning, arrive at Washington 8:34 A.M. and 3:30 P.M. daily from Bound Hill, and 7:00 A.M. daily, except Sunday from Herndon only.

Through trains from the south arrive at Washington 6:42 A.M., 9:45 A.M., 3:46 P.M. and 9:36 P.M. daily from Charlottesville.

Tickets, Sleeping Car reservation and information furnished at offices, 511 and 1300 Pennsylvania avenue, and at Pennsylvania Railread Passenger Station.

W. H. GREEN, General Manager (Eastern System).

W. A. TURK, General Passenger Agent.

mb18 L. S. BROWN, Gen. Agt. Pass. Dept.

CHESAPEAKE AND OHIO RAILWAY.
Schedule in effect March 4, 1895.
Trains leave daily from Union Station (B. and
.), 6th and B six. Trains leave quily from Union Station (B. and P.), 6th and B sits.

Through the grandest scenery in America, with the handsomest and most complete solid train service west from Washington.

2:25 P.M. DALLY.—'Cincinnati and St. Louis Special'—Solid Vestibuled, newly Equipped, Electric-lighted, Steam-heated Train. Pullman's finest sleeping cars Washington to Cincinnati, Indianapolis and St. Louis without change. Dining Carfron Washington to Cincinnati, Indianapolis, 11:40 a.m., and Chicago, 5:30 p.m.; Indianapolis, 11:40 a.m., and Chicago, 5:30 p.m.; St. Louis, 6:56 p.m.

11:10 P.M. DALLY.—The famous "F. F. V. Limited." A solid vestibuled train, with dining car and Pullman Sleepers for Cincinnati, Lexington and Louisville, without change. Fullman Sleeper Washington to Virginia Hot Springs, without change, week days. Observation car from Hinton. Arrives Cincinnati, 5:30 p.m.; Lexington, 6:50 p.m.; Lexington, 7:30 a.m., and St. Louis, 6:56 a.m.; connects in Union Depot for all points.

10:57 A.M., EXCEPT SUNDAY.—For Old Point Comfort and Norfolk, Only rail line. Comfort and Norfolk. Only rail line.

2:25 P.M. DAILY.—Express for Gordonsville, Charlottesville, Waynesboro', Staunton and principal Virginia points, daily; for Richmond, daily, except Sunday.

Pullman locations and tickets at company's of-fees, 513 and 1421 Pennsylvania averue. H. W. FULLER, mh4 General Passenger Agent.

DENTISTRY.

Nothing Experimental

About our method of painless treatment for alling teeth. It is entirely scientific—perfectly harmless and has proved eminently successful whenever used. The advice and attention of a skilled practician assured every patron. Extracting without pain, 50

707 I st. n.w. Open daily from 10 to and 2 to 5 p.m. No charge except for used. Extracting free.

HAM, 307 7th st.

FREE DENTAL INFIRMARY,
Open daily from 10 to 12 a.m.,
wharge except for materials
n27-4f DR. GRAHAM, 307 7th st.

There Is A Point On the down grade of quality and price where cheapness ceases to be economy. Our claims of superiority rest on superlative service and not on price—but the association system enables us to adopt fees which private practitioners cannot afford for the best grade of work.

Read our ad. on local page.

Extracting, 25c.; with Zono or gas, 50c.; cleaning, 75c.; fillings, 75c. up; gold crowns, \$7:50; best teeth, \$8.00

U.S. Dental Association,